CALIFORNIA DEPARTMENT OF EDUCATION

School Facilities Planning Division

Office of School Transportation

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2002 Student Transportation Fact Sheet

PUBLIC	TYPE I	13,561	MILEAGE	170,886,430
SCHOOL BUSES	TYPE II	2,381	MILEAGE	33,766,406
	TOTAL	**15,942**		**204,652,836**
PRIVATE	TYPE I	678	MILEAGE	6,189,890
SCHOOL BUSES	TYPE II	296	MILEAGE	2,910,635
	TOTAL	**974**		**9,100,525**
CONTRACTOR	TYPE I	5,017	MILEAGE	78,219,527
SCHOOL BUSES	TYPE II	4,358	MILEAGE	75,920,736
	TOTAL	**9,375**		**154,140,263**

Number of School Buses Operating in California **26,291**

Number of Miles Traveled by California School Buses **367,893,624**

The statistics above are compiled from the California Highway Patrol's Information Bulletin titled "Summary of 2000 California School Bus Collision Data" dated August 31, 2001.

General Statistics

Public School Enrollment K-12 **5,951,612**

Private School Enrollment K-12 **640,802**

Total Number of Pupils Transported by Public School Buses **986,817**

SH/OH Pupils Transported by Public School Buses **77,985**

Special Needs Pupils Transported by Public School Buses **47,232**

Regular Education Pupils Transported by Public School Buses **861,600**

Number of Pupils Transported by Public Mass Transit (est.)	**1,750,000**
Number of Public School Districts	**1,054**
Number of Public Schools	**8,568**
Number of Year Round School Districts	**200 (19%)**
Total Number of Private Schools	**4,266**
Church – Affiliated	**2,045**
Other	**2,221**
Largest California School District - Los Angeles Unified - (Enrollment)	**710,007**
Smallest School District - Alpine Co. Office of Ed. - (Enrollment)	**1**
Total Cost for All Public School Transportation	**$974,687,283**
Special Needs Transportation Costs Local	**$151,991,739**
Special Needs Transportation Cost Total	**$327,967,098**
Regular Education Transportation Cost Local	**$350,589,544**
Regular Education Transportation Cost Total	**$646,720,185**
Cost Per Pupil for Public School Bus Transportation	**$987.70**
1999 Total Number of Traffic Collisions - (Nation)	**11,400,000**
1999 Total Number of Traffic Collisions - (California)	**481,764**
1999 Total Number of Traffic Fatalities - (Nation)	**41,300**
1999 Total Number of Traffic Fatalities - (California)	**3,559**
1999 Fatality Rate Per 100/M Miles - (Nation)	**1.54**
1999 Fatality Rate Per 100/M Miles - (California)	**1.19**
1999 Licensed Drivers - (Nation)	**188,200,000**
1999 Licensed Drivers - (California)	**21,034,690**
2000 Commercial Driver Licenses (California)	**386,537**

2000 California Special Driver Certificate Endorsed for School Bus

(Issued between August 2000 and July 2001)

1999 Registered Vehicles (Nation) **218,300,000**

1999 Registered Vehicles - **23,747,494**

Number of Pre- **1,909**

Number of Pre- 3/99)

Percentage of Pre 1977 Type I And Type II School Buses (As of 3/99)

Estimating Motor-

Economic Cost, is the measure of productivity lost and expenses incurred because of an nts are: (a) wage and productivity losses, which include wages, fringe benefits, household production, and travel delay; (b) medical expenses, including

private and public insurance plus police and legal costs; (d) motor vehicle damage including the value of damage to property; and (e) employer costs for accidents to workers. The information accident), per injury (not per injury accident), and per property damage accident.

Death	
Incapacitating Injury	
Non incapacitating Evident Injury	**$15,300**
	$8,700
Property Damage Accident	**$6,400**

Accident Death Rates, United States, 1999

The risk of death to a passenger, expressed on a per mile basis, varies greatly by transportation mode. Automobile travel presents the greatest risk; air, rail and bus travel has much lower death ted States, in 1999 the average death rate per 100 million passenger miles is as follows:

Passenger automobiles	**0.86**
Buses (other than school bus)	**0.05**
	0.03
	0.00

2000, National Safety Council

Fleet Collision Rates, United States, 1999

Fleet collision (accident) rates by type of vehicle per 100 million miles, 1999, summarized from the national fleet safety contest are as follows:

School Buses	**8.36**
Transit Buses	**23.33**
Postal Service (Lt. Delivery)	**13.92**
Emergency and Medical Response	**27.91**

2000, National Safety Council

School Bus Loading/Unloading Fatality Statistics

STATE	BUSES	MILES	93/94	94/95	95/96	96/97	97/98	98/99	99/00	TOTAL
California	25,273	354M	0	0	1	0	0	0	0	**1**
Florida	18,486	271M	3	3	1	1	0	0	1	**9**
Illinois	17,000	200M	6	3	1	0	1	1	0	**12**
Michigan	15,785	137M	1	0	1	1	N/A	0	4	**7**
New Jersey	19,238	N/A	0	0	1	1	0	0	0	**2**
New York	45,000	188M	1	0	2	1	0	1	0	**5**
Ohio	20,721	181M	1	1	N/A	0	1	1	2	**6**
Penn.	25,305	N/A	0	0	5	0	0	0	0	**5**
Texas	32,300	305M	2	0	1	1	0	0	2	**6**

Information contained in this table has been complied from the 1999/00 National School Bus Loading and Unloading Survey produced by the Kansas State Department of Education and the 2001 School Transportation News Buyer's Guide and 2001 School Bus Fleet fact books.

California School Bus Fatality Statistics

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Pupil/Pass. Killed	0	0	1	0	0	2	0	0	0	0	0
Pupil Ped. Killed	1	1	0	0	0	1	0	0	0	0	0
S/B Mileage (Million)	323	317	303	288	310	305	287	313	331	354	367

Information contained in this table has been complied by the California Department of Education from the California Highway Patrol's annual Information Bulletins titled "Summary of 2000 California School Bus Collision Data" (August 31, 2001).

FAST FACTS

- Again in 2000, there were no pupil passenger or pupil pedestrian fatalities associated with California school buses. (CHP 2000)

- Improper turning continues to be the leading primary collision factor in school bus driver at fault school bus collisions (372 out of 891). In 2000, unsafe starting and backing became the second leading cause of school bus driver at fault accidents (198 out of 891). (CHP 2000)

- Pupils enrolled in California public schools and transported in school buses remains constant at 16.5%; the national average is 54%. (CDE 2000)

- In California, a traffic collision was reported every 1 minute and 5 seconds, a traffic collision related injury occurred every 1 minute and 49 seconds, and a traffic collision related fatality occurred every 2 hours and 28 minutes. (CHP 2000)

- The National Safety Council reports that last year children suffered 54,532 injuries associated with skateboards, 78,219 injuries on monkey bars or other climbing equipment, 81,984 injuries on swings or swing sets, and 577,621 injuries on bicycles. In 2000, 1,115 pupils were injured as passengers or pedestrians while being transported in California school buses. Of those injuries 904 were categorized as "possible" or "complaint of pain" injuries, 192 as moderate injuries, and only 16 as severe injuries. (NSC 2000/CHP 2000)

- The lack of attention to traffic situations is a major factor in accidents involving child pedestrians. Sixty (60%) percent of the children involved in these accidents did not see the other vehicle. Seventeen (17%) percent of the accident victims under 14 years of age had either run into the roadway, appeared suddenly in the path of the vehicle, or crossed from between parked cars. (Cal-Trans Traffic Manual 2000)

- More fatal accidents occur on Fridays (16.5%) than any other traditional workday. Fridays also had the highest rate for all accidents at (17%). (NSC 2000)

- Approximately one out of ten (10) or 10.9% of all vehicles registered in the United States is registered in California. (NSC 2000/CHP 2000)

- Approximately one out of ten (10) or 11.1% of all licensed drivers in the United States is licensed in California. (NSC 2000/CHP 2000)

- A freight train with 150 cars traveling at 50 miles per hour would travel over 1½ miles (7920 ft.) before coming to a stop, which equals 26 football fields, 176 residential intersections or 226 bus lengths. (Operation Lifesaver 2000)

- In 1999 the Federal Motor Carrier Safety Administration (FMCSA) reported that 1.3 percent of the commercial drivers randomly tested, tested positive for controlled substances, and 0.2 percent tested positive for alcohol. (FMCSA 2001)

- Children aged 2 to 5 years who are restrained in adult seat belts before they have attained the recommended weight and height (prematurely graduated) are 3.5 times more likely to have a clinically significant injury than children restrained in child safety seats or booster seats. (NHTSA 2001)

- Children are usually ready for the adult seat belt when they can sit with their back against the back cushion with knees bent over the seat edge, and their feet on the floor. (NHTSA 2001)

- The 1999-2000 National School bus Loading and Unloading Survey reported that nationally, 22 school pupils were killed while loading or unloading from their school bus. Pupil passengers ages 2 to 8 accounted for 67% of the fatal injuries, 67% of the pupils were on their way home from the bus, and the child's own school bus, and driver were responsible for 50% of the fatal accidents.

- From 2000 to 2001, transit ridership increased by nearly 2%, with driving growing at half that rate or 1%. Statistics by the Federal Highway Administration show that transit ridership has grown by 21% over the past five years, while the number of miles driven has grown by 12%.

- The United States is criss-crossed by 8.2 million lane miles of roads. Only 4% of the nations roads are served by transit systems. Twenty percent more Americans use transit today than they did in 1995.

- More than 90 percent (91.7%) of American households have access to an automobile. Less than half of all Americans (49%) report living within one-quarter of a mile from a transit stop.

"Nationally a School Bus is eight times safer than any passenger automobile in the nation or, for every mile traveled you are 8 times more likely to be involved in a fatal traffic accident in your family automobile than in a School Bus"

Revised June 1, 2002